



*Anchorage* (LSD-36) underway off Pascagoula, 27 January 1969. (USN 1139429)

Vietnam, carrying various small craft. Late in October, she carried out relief operations in the Lagonoy Gulf on the eastern coast of the Philippines for victims of Typhoons Joan and Kate. After touching at Keelung, Taiwan, on 29 October, the ship proceeded to Okinawa to pick up a landing craft for transportation to Subic Bay. She took part in amphibious exercises at Green Beach on 7 November, then put into port at Subic Bay. From the 20th to the 23d, *Anchorage* was at Okinawa to disembark marines and to unload their equipment. During this time, PhibRon 5 was relieved of duties as ARG Alfa. The ship then paid a short visit to Yokosuka, Japan, for liberty and the loading of equipment for transportation to the United States. Sailing from Japan on 30 November, the vessel arrived in San Diego on 10 December.

*Anchorage* remained in availability until 20 February 1971, when she got underway for Port Hueneme, Calif. There, she loaded construction materials for a communications center on the island in the Indian Ocean, Diego Garcia, to be built as a part of Operation "Reindeer Station." She left the California coast on 22 February bound for Australia. The vessel made port calls at Sydney and Perth, Australia, late in March and then pushed on into the Indian Ocean. Upon arriving at Diego Garcia on 4 April, she unloaded the construction materials and sailed the next day for Subic Bay to obtain minor repairs and replenishment. Following a visit to Hong Kong from 17 to 22 April, the ship sailed to Danang where she embarked Marine Corps personnel and equipment for return to the United States as part of Operation "Keystone Robin." On 23 April, she shaped a course for San Diego.

*Anchorage* arrived in her home port on 11 May and, on 28 June, resumed operations as a training ship for landing exercises off Seal Beach, Calif. This study was followed by refresher train-

ing and a period in port at San Diego. From 2 to 6 August, the vessel was again involved in exercises off Seal Beach. She left San Diego on 16 August to sail to her namesake city, Anchorage, Alaska, where she remained from 22 to 26 August. After pausing at Alameda, Calif., to unload aircraft, she arrived back at San Diego on 1 September and entered upkeep.

The ship sailed for Hawaii on 1 October and, en route, participated in Convoy Exercise 3-71. She spent two days at Pearl Harbor before continuing on to Buckner Bay, Okinawa. There, she rejoined ARG Alfa and embarked marines for transportation to Subic Bay. Early in November, the ship visited Kaohsiung, Taiwan. From 13 to 20 November, she shuttled landing craft between Vung Tau and Subic Bay. During the last few weeks of 1971, the ship visited Sasebo, Japan, and Hong Kong for liberty calls and also carried marines and equipment from Okinawa to Subic Bay.

After a period of repair work, *Anchorage* sailed for Buckner Bay on 17 January 1972 to embark marines for transportation back to Subic Bay. Late in January, she carried out wet-well operations at Danang, Qui Nhon, and Vung Tau and, in mid-February, traveled to Singapore for a visit before returning to Subic Bay. After a brief trip to Kure, Japan, in early March, the ship was involved in amphibious exercises. On 31 March, she got underway to rendezvous with Task Group 76.5 which she met on 2 April for operations off the coast of Vietnam through 6 May.

The ship was at Subic Bay from 9 to 18 May and then sailed back to Vietnamese waters for wet-well lifts to Vung Tau, Hoi An, and Danang. On 24 May, she took part in Exercise "Song Thanh 6-72." She reached Okinawa on 14 June to embark troops bound for the Philippines and arrived at Subic Bay on the 20th. After a series of amphibious landing exercises, *Anchorage* resumed wet-well operations between Vung Tau and Subic Bay.

The vessel visited Kaohsiung in early July, then arrived back at Subic Bay on the 8th. She left the Philippines, bound for home, on 9 July and made San Diego on 24 July. She remained in port through 4 December, when the vessel got underway for independent type exercises off the southern California coast. She returned to San Diego on the 7th and entered a holiday leave and upkeep status.

After local operations, *Anchorage* traveled to Seal Beach late in January 1973 to unload her ammunition. She returned to San Diego on 1 February and began overhaul there on the 19th. During this yard work, a fire broke out on board and prolonged her stay in overhaul. The ship finally got underway on 23 September for sea trials and started refresher amphibious training late in October. On 8 December, the vessel commenced another WestPac deployment.

During the cruise, the ship visited Subic Bay; Buckner Bay; Sasebo and Iwakuni, Japan; Diego Garcia; and Singapore. While off Korea, *Anchorage* joined ARG Bravo for Operation "Fly Away." Leaving Subic Bay on 28 March 1974, she made stops at Guam and Pearl Harbor before arriving back in San Diego on 18 April and entering a standdown period which lasted through 29 July. On that day, the ship sailed northward to carry out a survey mission of potential amphibious training areas in Alaska. During her cruise, embarked scientists surveyed 10 possible landing sites and the vessel visited in Seattle, Wash.; Nanaimo, British Columbia; and Sitka and Anchorage, Alaska, before reaching San Diego again on 5 September. *Anchorage* began a restricted availability at Long Beach, Calif., on 17 October and, after the work was completed on 16 December, she returned to home port for the holidays.

On 6 January 1975, the ship began two weeks of amphibious refresher training off the southern California coast. She then participated in Operation "Bedstream" with other ships of PhibRon 5. After a period of upkeep in San Diego, *Anchorage* again sailed for the Orient on 28 March. She carried marines and their equipment for participation in Operation "Frequent Wind" off the South Vietnamese coast. The ship reached Vietnamese waters on 30 April and provided material support to ships evacuating Vietnamese refugees. On 2 May, she left the Vung Tau holding area with the other ships involved in Operation "Frequent Wind."

On 13 May, her scheduled operations were interrupted by the *Mayaguez* incident. *Anchorage* was ordered to proceed south to provide support as needed for the rescue of *Mayaguez*. Following the ship's rescue, *Anchorage* resumed her original schedule which included upkeep in Sasebo, Japan; a visit to Keelung, Taiwan; and a port call to Inchon, Republic of Korea. Early September brought her a liberty call at Hong Kong. She then proceeded to Yokosuka for upkeep. Following stops at Keelung and Buckner Bay, *Anchorage* sailed from Okinawa on 28 October to return to her home port. En route, she participated in Operation "Polymode" before arriving at San Diego on 16 November for upkeep and local operations through the end of the year.

During the first three and one-half months of 1976, the dock landing ship continued local operations off the southern California coast. From 26 April through 17 June, she was in restricted availability in preparation for a bicentennial visit to Alaska. However, that trip was cancelled, and the ship was in port at San Diego from mid-August through December undergoing repairs.

Tests and inspections occupied *Anchorage* during the first two and one-half months of 1977 before another WestPac deployment began on 28 March. She stopped briefly at Pearl Harbor, then pushed on to Eniwetok to unload cargo and vehicles. During her cruise, the ship served as a member of ARG Alfa. She also visited Guam; Subic Bay and Iloilo, Philippines; Singapore; Hong Kong; Keelung; and Yokosuka. Among the amphibious exercises in which she participated was Operation "Fortress Lightning," held in the Philippines, in waters near Santa Cruz, Mindanao Island, from 10 to 23 October. Upon the conclusion of this exercise, the vessel made her way back to the west coast of the United States via Okinawa, Guam, and Hawaii. On 17 November, she pulled into San Diego and spent the rest of the year in upkeep.

The ship was involved in training operations along the California coast in January 1978. On 20 February, she got underway for Bremerton, Wash., to carry Army troops to their home base. The ship arrived at San Diego on 3 March and began preparations for overhaul. She got underway, in tow of *Abnaki* (ATF-96),

for the Long Beach Naval Shipyard on 14 April, and commenced a regular overhaul there the next day. Upon completion of this work, the ship resumed operations on 13 December when she began sea trials.

*Anchorage* returned to San Diego on 15 January 1979. During the next eight months, she was involved in post-overhaul maintenance and training. She operated along the southern California coast and held refresher training and amphibious refresher training. On 24 September, the ship got underway to take part in Exercise "Kernal Potlatch II," a joint American-Canadian fleet exercise. Having concluded a successful amphibious landing on the northern coast of Vancouver Island, she made a port call at Esquimalt, British Columbia. After debarking marines at Camp Pendleton, *Anchorage* returned to San Diego on 13 October. She participated in local operations and training exercises through the end of the year in preparation for an upcoming deployment in 1980.

Four days into the new year, *Anchorage* slipped her moorings and left San Diego bound for the exotic Orient. Along the way, the dock landing ship visited Pearl Harbor, Eniwetok Atoll in the Marshall Islands, and Guam in the Mariana Islands before arriving at Subic Bay in the Philippines on 6 February 1980. Upon arrival, she loaded a refurbished utility landing craft (LCU) for transportation to the Republic of Djibouti (former French Somaliland) located on the northeast coast of Africa near the Horn of Africa. The LCU—dubbed *Le Bac de la Paix* (tr. the boat of peace)—was a gift from the United States to Djibouti to enhance the country's inadequate commercial transportation system. *Anchorage* stood out of Subic Bay on 15 February to begin her goodwill mission. Steaming by way of Singapore, she crossed the Indian Ocean and arrived in Djibouti on 3 March. The dock landing ship spent two days in Djibouti, delivering America's gift and helping to cement relations between the two governments and peoples. From Djibouti, she headed for Diego Garcia Island to deliver barges to that isolated American outpost in the middle of the Indian Ocean. The ship stopped at Diego Garcia from 12 to 15 March and then resumed her voyage back to the Philippines. She made a stop at Penang, Malaysia, along the way and reentered Subic Bay on 24 March.

During the three months that remained of her 1980 deployment, *Anchorage* carried out operations in surroundings more familiar to 7th Fleet ships than the Horn of Africa and the Indian Ocean. Early in April, she visited Hong Kong before voyaging to Okinawa to embark Marine Corps units on the 17th and 18th. From Okinawa, the dock landing ship sailed via Subic Bay and Singapore to Thailand where she joined elements of the Royal Thai Navy and the Royal Thai Marine Corps in amphibious training exercises. She concluded the interlude in Thai waters with a visit to Pattaya between 5 and 10 May. *Anchorage* returned to Subic Bay on 19 May and remained in port until near the end of the first week in June. On 6 June, she got underway to return the embarked marines to their base on Okinawa. She stopped at Naha, Okinawa, from 10 to 12 June and then returned to sea for the voyage back to the United States. The trip home included a two-day stop at Pearl Harbor and ended back at San Diego on 3 July.

After the usual month of relative inactivity following an overseas deployment, *Anchorage* began west coast operations early in August with a courtesy visit to Seattle, Wash., for the city's annual sea fair. Normal duties continued until late September when she returned to San Diego for a two-month availability. The dock landing ship completed repairs on 20 November and resumed operations out of her home port.

Various training evolutions occupied her time through May and into June of 1981. On 23 June, *Anchorage* stood out of San Diego on her way to duty with the 7th Fleet in the Far East. She stopped at Pearl Harbor at the beginning of July and remained in the Hawaiian Islands for the first three weeks of the month completing an oft-delayed propulsion plant certification. On the 22d, she resumed her voyage west. The dock landing ship entered her first western Pacific port at Buckner Bay, Okinawa, on 3 August and embarked Marine Corps units for transportation to Yokosuka, Japan. Throughout, her assignment with the 7th Fleet, *Anchorage* spent much of her time carrying marines between their bases and training exercises. In some cases, the dock landing ship herself participated in the exercises; in others, she simply provided transportation to the location of the exercise. Consequently, she called at a number of ports in the Orient—most

frequently at ports in Okinawa, Japan, and Korea but also at Thai ports occasionally. *Anchorage* completed her last 7th Fleet mission at Naha, Okinawa, late in November and, on the 21st got underway for the voyage back to California. En route, she made an 11-day visit to Guam and a brief, one-day pause at Pearl Harbor. She pulled into San Diego two days before Christmas.

Post-deployment leave and upkeep carried her well into January of 1982. After a brief period underway in the southern California operating area *Anchorage* began preparations at the end of January for regular overhaul at San Diego. The actual repair and modification work began on 1 March. Over the ensuing seven months, the ship received general repairs and upgrading throughout as well as work on her propulsion plant, modernization of her communications spaces, and an enhancement of her defense capability against antiship missiles. *Anchorage* conducted sea trials in the local operating area during the first half of November and then spent the remainder of the year in port.

The dock landing ship resumed operations out of San Diego early in 1983. In May, she paid a courtesy visit to her namesake city, Anchorage, Alaska. Upon her return to San Diego in the middle of June, *Anchorage* began a three-month availability in preparation for a deployment to the western Pacific scheduled to start in the middle of September. Except for a period underway between 22 and 31 August, the dock landing ship was in San Diego continuously from 11 June to 12 September. On the latter day, she slipped her moorings and stood out to sea on her way back to the Far East. The usual stop at Pearl Harbor lasted from 20 September to 2 October, and then *Anchorage* resumed the voyage west. The dock landing ship arrived in Yokosuka, Japan, on 14 October. She spent the rest of October at Yokosuka, then got underway for Okinawa on 1 November to begin conveying Marine Corps units between their bases and the sites of training exercises. As in the past, the dock landing ship participated in some, but not all, of the exercises to which she provided transportation for the marines.

The deployment lasted through the end of 1983 and into the early months of 1984. She disembarked her last Marine Corps passengers at Yokosuka at the end of January 1984 and remained there until the beginning of the second week in February. On the 8th, *Anchorage* set out upon the first leg of the voyage back to the United States. On her way, she made stops at Guam and at Pearl Harbor before ending the deployment at San Diego on 6 March 1984. Except for a brief period underway inside the port on 17 April, *Anchorage* remained moored at San Diego for almost five months performing repairs and modifications. Near the end of July, she began sea trials out of San Diego that lasted into the fourth week in August. On 23 August the dock landing ship made the brief passage from San Diego to her new home port, Long Beach. *Anchorage* took about two weeks to get settled into her new base of operations and then embarked upon a series of training evolutions in the local operating area.

Those drills and exercises—punctuated by periods in port for upkeep and repairs—occupied her time during the remaining months of 1984 and for most of the first quarter of 1985. On 27 March 1985, she left Long Beach on a course for the Orient. The dock landing ship interrupted her long voyage briefly at Sasebo, Japan, on 16 April to pick up mail and then arrived at Pohang, Korea, on the 17th. At Pohang, *Anchorage* embarked a Marine Corps contingent and set sail for Okinawa on 18 April. For the next four months, she crisscrossed the distant reaches of the Pacific delivering marines to various points for combat training and returning them to their bases. On occasion, she joined in the exercises herself to practise her role as an amphibious warship. Her final group of passengers came on board at Yokohama, Japan, between 9 and 11 August and disembarked at Buckner Bay, Okinawa, on the 14th.

On the 15th *Anchorage* began the passage home. She stopped at Pearl Harbor from the 26th to the 28th and arrived in Del Mar, Calif., on 3 September 1985. The following day, the dock landing ship moved to Long Beach where she began a five-week post-deployment standdown. With her return to active operations on 10 October, *Anchorage* embarked upon an extended period of local operations that occupied her not only during the balance of 1985 but for the whole of 1986 as well. As of the beginning of 1987, *Anchorage* was moored at Long Beach.

*Anchorage* received one award of the Meritorious Unit Commendation and six battle stars for Vietnam service.

## Ancon

### I

(ScStr: t. 9,332; l. 489.5'; b. 58'; dr. 30' (aft); s. 13 k.; cpl. 261; a. 3 6-pdrs.)

*Ancon* (Id. No. 1467)—a screw steamer built in 1902 at Sparrows Point, Md., by the Maryland Steel Co.—was acquired by the Navy from the Army at New Orleans on 16 November 1918, five days after the armistice ended World War I. The ship was outfitted as a troop transport and commissioned on 28 March 1919, Lt. Comdr. Milan L. Pittman, USNRF, in command.

*Ancon's* brief Navy career lasted just four months. Assigned to the Atlantic Fleet's Cruiser and Transport Force, she made two round-trip voyages from the United States to France to bring American servicemen back home. Following her second voyage, she was decommissioned at New York City on 25 July 1919 and was returned to the War Department.

### II

(AP-66: dp. 14,150; l. 493'; b. 64'; dr. 26'3"; s. 18 k.; cpl. 707; a. 2 5", 4 40mm., 14 20mm.)

*Ancon* was launched on 24 September 1938 at Quincy Mass., by the Bethlehem Steel Co.; sponsored by Mrs Harry Woodring, wife of the Secretary of War; owned and operated by the Panama Railroad Co.; and placed in service on 22 June 1939 for cargo and passenger service between New York City, N.Y., and Cristobal, Panama Canal Zone.

The ship was taken over by the Army Transport Service on 11 January 1942. She made two voyages to Australia carrying American troops to bolster that continent's defenses before being acquired by the Navy on 7 August 1942. She was placed in commission at the Boston Navy Yard as *Ancon* (AP-66) on 12 August 1942, Lt. Comdr. D. H. Swinson in command.

Following her commissioning, *Ancon* underwent a month's work at Boston being converted for naval service. On 12 September, she got underway for the Virginia capes and, upon her arrival at Norfolk, took on cargo and troops for transportation to Baltimore Md. The ship reached that port on 6 October and disembarked her passengers. She then conducted trials and exercises in the Chesapeake Bay. After pausing again at Norfolk to take on more troops and equipment, the ship left the east coast on 24 October, bound for North Africa as a member of Transport Division 9, Amphibious Force, Atlantic Fleet.

*Ancon* anchored off Fedhala, French Morocco, on 8 November and began lowering her boats at 0533. The first troops were debarked an hour later. During the course of the assault, men on the ship witnessed the sinking of four other transports, and *Ancon* sent out boats to rescue their survivors. On 12 November, the transport headed out and, three days later, put into Casablanca harbor. She got underway on the 15th with a convoy bound for Norfolk.

After a brief pause there, *Ancon* traveled to Brooklyn, N.Y., for voyage repairs. A brief period of sea trials preceded the ship's loading cargo and troops for transportation to Algeria. She sailed on 14 January 1943 as a member of the Naval Transport Service. The ship reached Oran on the 26th and spent five days discharging her cargo before heading back toward New York City, where she arrived on 13 February. On that day, the vessel was reassigned to the Atlantic Fleet Amphibious Forces. On the 16th, *Ancon* entered the Norfolk Navy Yard, Portsmouth, Va., to undergo conversion to a combined headquarters and communications command ship. She was redesignated AGC-4 on 26 February.

Following the completion of the yard work on 21 April, *Ancon* held trials and exercises in the Chesapeake Bay through May and into early June when she was designated the flagship of the Commander of the Atlantic Fleet Amphibious Forces. The ship got underway for Oran on 8 June with Task Force (TF) 85. The ship had been selected to participate in the invasion of Sicily, and her preparations continued after her arrival at Oran on 22 June.

Carrying Rear Admiral Alan G. Kirk, Commander, TF 85, and Lieutenant General Omar Bradley on board, *Ancon* sailed on 5 July for the waters off Sicily. She reached the transport





Inside *Ancon's* joint operations room, with situation boards, communications and command stations manned, 3 July 1943, shortly before the invasion of Sicily. Chalked sign on the bulkhead reads: "AGAIN WE HAVE BEEN ASKED TO DO THE IMPOSSIBLE. LET'S DO IT AS USUAL." (80-G-215083)

area off Scoglitti, Sicily, on the 10th and lowered her boats early that morning. Despite enemy fire, the ship remained off Scoglitti providing communications services through the 12th and then got underway to return to North Africa. At the end of a fortnight there, she shifted to Mostaganem, Algeria, on 29 July. In mid-August, the vessel moved to Algiers, Algeria. During her periods in port, she prepared for the upcoming invasion of mainland Italy for which she had been designated flagship for the Commander of the 8th Fleet Amphibious Forces in Northwest African Waters.

On 6 September, *Ancon* got underway for Salerno. During the operation, the ship carried Lieutenant General Mark Clark who commanded the 5th Army. At 0330 on 9 September, the first wave of Allied troops hit the beach. Thereafter, she remained in the transport area, undergoing nearly continuous enemy air harassment, until she moved to Palermo, Sicily, to pick up ammunition to replenish her sister ships. She returned to the area off Salerno on the 15th but, the next day, arrived back in Palermo.

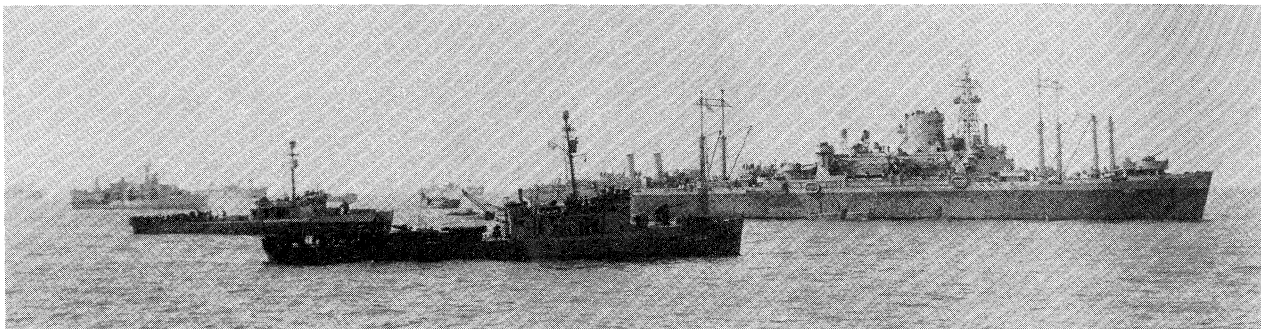
After two weeks in that Sicilian port, *Ancon* shaped a course for Algiers. She reached that port on 2 October and spent almost six weeks undergoing repairs and replenishment. In mid-November, she set sail for the United Kingdom and, on 25 November, arrived in Devonport, England, where she was designated the flagship of the 11th Amphibious Force. An extended period of repairs and preparations for the impending invasion of France kept *Ancon* occupied through the winter and much of the

spring participating in numerous training exercises with other Allied warships. On 25 May, King George VI of the United Kingdom visited the ship.

The preparations culminated on 5 June, when *Ancon* got underway for Baie de la Seine, France. She served as flagship for the assault forces that landed on Omaha Beach in Normandy. Throughout the invasion, the ship provided instructions for forces both afloat and ashore. She transferred various units of the Army command to headquarters ashore and made her small boats available to other ships to carry personnel and materials to the beachhead. On 27 June, she got underway to return to England and, the next day, arrived at Portland.

*Ancon* remained in British waters through late September, when she sailed in a convoy bound for the east coast of the United States. She reached Charleston, S.C., on 9 October and was then assigned to the Amphibious Training Command. At the completion of repairs at the Charleston Navy Yard on 21 December, the ship got underway for sea trials. Five days later, she shaped a course for the Pacific. On the last day of 1944, the ship transited the Panama Canal and joined the Pacific Fleet. She continued on to San Diego, Calif., where she arrived on 9 January 1945.

Upon reaching San Diego, *Ancon* entered Amphibious Group 5. She then proceeded to Pearl Harbor and, during the first two weeks of February, carried out training exercises in Hawaiian waters. On the 15th, she set out for Eniwetok where she paused



*Ancon* (AGC-4) off Normandy, 7 June 1944, with *PC-564* in the foreground. (80-G-257287)

to refuel before pushing on to Saipan. She reached there late in February and began holding rehearsals off that island and Tinian for the upcoming assault on Okinawa. The ship sailed for the Ryukyus with Transport Squadron 15 on 27 March.

*Ancon* arrived with TG 51.2 off the southeast coast of Okinawa on 1 April. Due to heavy enemy air activity, the ship stood out to sea on the 3d and set out for Saipan on the 11th. She disembarked marines at Saipan on the 15th. After replenishment, *Ancon* left Saipan to return to Okinawa. For three weeks, she was anchored off the western beaches of Okinawa and supported forces ashore. During this time, the ship was almost continuously at general quarters due to Japanese air raids.

*Ancon* left Okinawa on 3 June and proceeded to Subic Bay and Manila, Philippines. There, she served as flagship of Commander, 7th Amphibious Force. For the next two months, the ship was involved in preparations for invasion of the Japanese home islands. However, this operation never materialized because Japan capitulated on 15 August. Shortly thereafter, *Ancon* got underway for Tokyo Bay with an intermediate stop at Iwo Jima. On 22 August, the ship rendezvoused with units of the 3d Fleet and sailed on toward Japan.

On the morning of the 29th, *Ancon* sailed into Tokyo Bay and assumed duties as a press release ship in coordination with battleship *Iowa* (BB-61). From the ship's anchorage between *Missouri* (BB-63) and *South Dakota* (BB-57), her crew witnessed the official Japanese surrender on 2 September. *Ancon* left Japanese waters on 20 September and set a course for Guam. She briefly stopped at Apra Harbor on the 27th, pushing on that same day for Saipan. There, the ship embarked occupation troops and supplies before reversing her course on 29 September and heading back to Japan.

On 2 October, *Ancon* was assigned to the 5th Fleet as the headquarters ship for a strategic bombing survey. She touched at Yokohama, Japan, on 3 October and remained in that area through November. Then, her survey duties being completed, the ship got underway on 1 December to return to the United States.

*Ancon* reached San Francisco Bay on 14 December. She remained at San Francisco in availability until 4 January 1946 when she sailed for the east coast. The vessel retransited the Panama Canal on 14 January and rejoined the Atlantic Fleet. She continued on to the New York Naval Shipyard, where she arrived on the 23d and began deactivation preparations. *Ancon* was decommissioned on 25 February 1946 and was returned to her owner. Her name was struck from the Navy list on 17 April 1946.

*Ancon* won five battle stars for her World War II service.

### ***Andalusia***

A city in southern Alabama, the seat of government for Covington County.

(PC-1173: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 1 3", 1 40mm., 3 20mm., 2 dep., 2 det.; cl. *PC-461*)

*PC-1173* was laid down on 21 April 1943 at Sturgeon Bay, Wis., by the Leathem D. Smith Shipbuilding Co.; launched on 26

June 1943; ferried down to New Orleans; and was commissioned there on 1 November 1943, Lt. William C. French, USNR, in command.

In mid-November, after shakedown training out of Miami, Fla., the submarine chaser began operations out of Key West, Fla., escorting convoys among various ports along the coast of the Gulf of Mexico. On 16 February 1944, she was reassigned to duty escorting convoys between New York and Guantanamo Bay, Cuba. Following brief repairs at Norfolk early in July, *PC-1173* departed that port as a part of Task Force (TF) 61, bound for service in the Mediterranean Sea.

In August, she joined TF 84 for the invasion of southern France. On the 15th, the submarine chaser was off the southern coast of France just to the west of Golfe de St. Tropez operating as a control ship for landing craft. She suffered somewhat from small arms and machine gun fire, and one sailor was wounded slightly by a ricochet. By 1 September, she was serving as escort and station ship at Marseilles, France, under the control of the Commander, 8th Amphibious Force.

That assignment lasted until mid-October when she moved to Palermo, Sicily, for local patrol duty. *PC-1173* cruised the waters along the northern coast of Sicily until 14 February 1945 when her base was changed to Leghorn, Italy, for two months of duty escorting convoys between Leghorn and Marseilles. On 15 April, she became a unit of Amphibious Group 10, assigned to North African waters and based at Oran, Algeria.

*PC-1173* stood out of Oran on 27 May 1945. Touching at the Azores and Bermuda, the small ship arrived at Key West on 14 June and, three days later, began a major overhaul. *PC-1173* conducted post-overhaul refresher training out of Miami and arrived at Norfolk on 11 September. Here the submarine chaser had most of her ordnance removed in preparation for air-sea rescue work in the North Atlantic. She departed Norfolk on 25 September; arrived at Argentia Newfoundland, on the 29th; and spent the next six weeks there on ready status. On 8 November, *PC-1173* stood out of Argentia and reached Boston on Armistice Day, 1945.

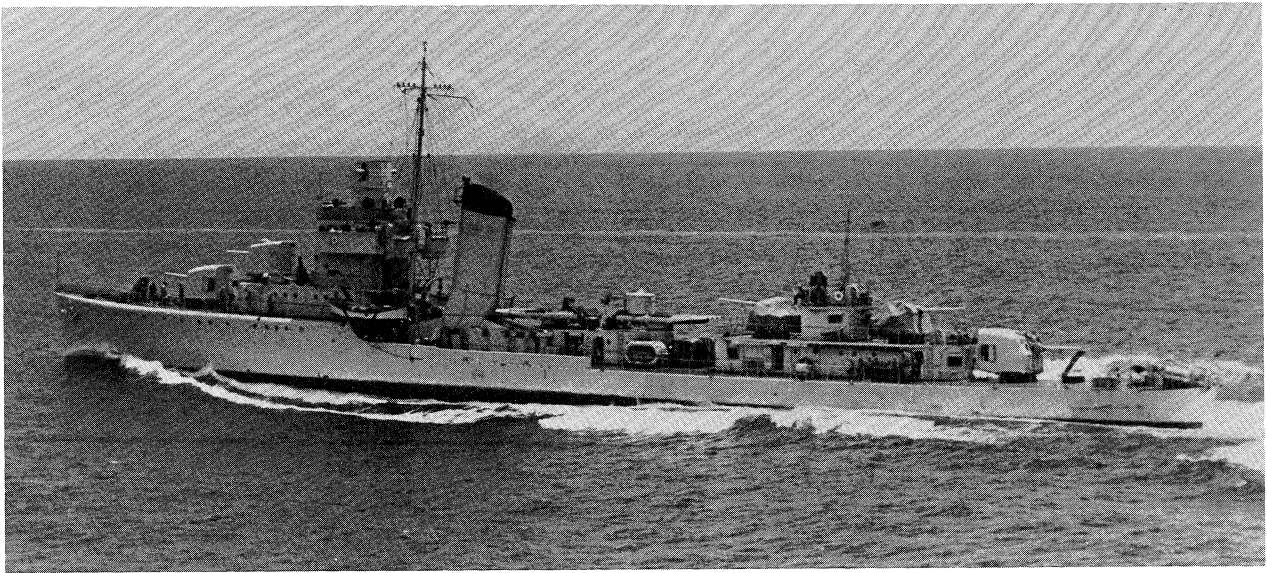
She later moved south to Green Cove Springs, Fla., where she began preparations for inactivation. *PC-1173* was decommissioned in March 1946 and berthed at Green Cove Springs with the Atlantic Reserve Fleet. She remained in reserve for a little more than 14 years. She was named *Andalusia* on 15 February 1956. Her name was struck from the Navy list on 1 July 1960. She performed her last service to the Navy on 23 November 1965 when aircraft from the nation's newest aircraft carrier, *America* (CVA-66), sank her as a target some 200 miles due east of Cape Charles, Va.

*Andalusia* received one battle star for World War II service as *PC-1173*.

### ***Anderson***

Edwin Alexander Anderson, Jr.—born in Wilmington, N.C., on 16 July 1860—was appointed a cadet midshipman, from the 3d Congressional District of North Carolina, on 28 June 1878, and graduated with the Class of 1882, receiving his ensign's stripe on 1 July 1884 after the customary two years' sea duty.

Anderson advanced slowly up the promotion ladder, such ad-



*Anderson* (DD-411), underway on Neutrality Patrol in the Atlantic, as seen from the aircraft carrier *Wasp* (CV-7), 29 June 1941. The ship's unusual paint scheme—overall No. 5 “Navy gray” with no hull numbers—reflects security considerations. All identifying markings had been painted out during the ship's transit of the Panama Canal a short time before. (80-CF-2156-1)

vancements in those times being received on basis of seniority; he remained an ensign for ten years before becoming a lieutenant (jg.). Detached from *Columbia* (Cruiser No. 12), Anderson reported on board *Marblehead* (Cruiser No. 11) on 28 January 1897, and was serving in that ship at the time of the outbreak of war with Spain in the spring of 1898.

At that time, the United States Navy threw a blockade around Cuba; by early May 1898, *Marblehead* was operating off the south coast of the island, off the port of Cienfuegos—a cable terminus important to Spanish communications—in company with the converted yacht *Eagle*, *Nashville* (Gunboat No. 7), the revenue cutter *Windom* and the collier *Saturn*.

To sever this vital link, Captain Bowman H. McCalla, senior officer in the group, planned an operation to cut the cable at Cienfuegos, designating Lt. Cameron McRae Winslow as the commanding officer, with Lt. (jg.) Anderson as his second-in-command. Winslow accordingly gave Anderson command of the sailing launches from *Marblehead*.

After the guns of the two warships smashed Spanish positions ashore, the boats moved in to carry out the operation. Anderson's boat quickly snatched up the first cable, and, assisted by *Nashville's* boat, cut it. They soon grappled a second cable and were in the process of cutting it, too, when the Spaniards opened a slow fire that soon grew to volley proportions, from rifles, automatic weapons and 1-pounders. After a Spanish bullet felled the coxswain of Anderson's boat, the latter took the helm himself and began steering the boat seaward, directing his men to keep down between the thwarts. The Spanish fire, however, wounded three more men and holed the boat in many places. After the action, Anderson had nothing but praise for his sailors and marines, commending their intelligent and cheerful work in the exhausting labor of picking up and cutting the heavy cables, working even under heavy fire until ordered to stop. The operation proved successful in another aspect. The ships' gunfire decimated a large Spanish force sent to the area to contest the operation.

Subsequently, Anderson delivered the prize steamer *Adula* to Savannah, Georgia, in July 1898, and was given command of another Spanish prize, the gunboat *Alvarado*. Recommended for advancement in grade for his heroism at Cienfuegos in August 1898, this advancement (five numbers in grade) came finally on 11 February 1901.

Over the first decade of the 20th century, Anderson advanced to commander; among his tours of duty included a stint at the Navy Recruiting Station, Cincinnati, Ohio, and at the Mare Island Navy Yard as ordnance officer before being given command

of *Yorktown* (Gunboat No. 1) in the autumn of 1910. He briefly commanded *Iowa* (Battleship No. 4) during the assemblage of the fleet in New York City before being detached for duty as Captain of the Yard at the Philadelphia Navy Yard.

Late in 1913, Anderson was given command of *New Hampshire* (Battleship No. 25) and while in command of that ship, took part in the American intervention at Veracruz, Mexico, in April of 1914. Given command of the Second Seaman Regiment, Anderson led that bluejacket landing force ashore and so distinguished himself in the fighting that followed that he was awarded the Medal of Honor.

Subsequently attending the Naval War College, Anderson served as Supervisor of Naval Auxiliary Reserves, Norfolk, and later as Commander, Squadron 3, Patrol Force, assigned defense duties out of Key West, Fla., during World War I, with *Dolphin* as his flagship. Appointed a rear admiral to rank from 31 August 1917, Anderson commanded Squadron 1, Patrol Force, Atlantic Fleet, for the duration of the First World War.

Over the next few years, Anderson flew his flag as Commander, Division 1, Cruiser Squadrons, Atlantic Fleet, and as Commandant, 6th Naval District, headquartered at Charleston, S.C., before assuming command of United States Naval Forces in European Waters, with the rank of vice admiral. He was soon redesignated as Commander in Chief, Asiatic Fleet, however, from 28 August 1922.

Continued turmoil in China had occasioned the presence of substantial numbers of foreign warships in Chinese waters, including the Asiatic Fleet. Anderson's ships carried out the usual kinds of peacetime operations ever ready to perform protective service for American nationals. During his tour, however, the Fleet distinguished itself in quite an unexpected fashion.

A severe earthquake rocked Japan, causing heavy damage to such cities as Tokyo and Yokohama. As Secretary of the Navy Edwin Denby reported in 1923, “One of the brightest pages in the history of the Navy has recently been written by the Asiatic Fleet in its mission of mercy to the stricken people of Japan . . .” Admiral Anderson promptly placed his fleet at the disposal of the Japanese, immediately dispatched a division of destroyers from Chinese waters to Yokohama with medical supplies to render assistance. The ships of Destroyer Division 38, led by *Stewart* (DD-224), were in fact the first ships to render assistance to the city of Yokohama. All available naval vessels were laden with clothing, food, medicines, and supplies, and rushed to Japanese waters. Admiral Anderson himself arrived at Yokohama in his flagship, the armored cruiser *Huron* (CA-9) on the afternoon of 6 September 1923.



Within two weeks' time, the United States Ambassador in Japan, Cyrus E. Woods, could cable: "I have been informed by the Foreign Office that food emergency has been met. Only problem remaining is question of distribution. This the Japanese with their organizing ability and their ability to recover from shock desire to handle themselves. It will gratify the American people to know that the prompt action of Admiral Anderson has had much to do with this American Navy's assistance thoroughly appreciated by the men in the street as well as the Japanese government. I wish to emphasize that in this critical emergency the first assistance from the outside world since the catastrophe was brought by our Asiatic Fleet." Subsequently, the Japanese Ambassador to the United States, M. Hanihara, expressed gratitude for Admiral Anderson's "unflagging zeal and efficiency" that led to the "prompt and gallant assistance" that enabled the situation to be brought "well under control in a short time."

Relieved by Admiral Thomas Washington on 11 October 1923, Anderson returned to the United States, and was placed on the retired list with the permanent rank of rear admiral on 23 March 1924. Anderson died on 23 September 1933, and is buried at Arlington National Cemetery.

(DD-411: dp. 1,620; l. 347'11"; b. 36'1"; dr. 13'4"; s. 38.7 k.; cpl 251; a. 5 5", 4 .50-cal. mg., 8 21" tt., 2 dct.; cl. *Sims*)

*Anderson* (DD-411) was laid down on 15 November 1937 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 4 February 1939; sponsored by Mrs. Mertie Loraine Anderson, the widow of the late Rear Admiral Anderson; towed to the New York Navy Yard, and delivered there to the Navy on 18 May 1939; and commissioned on 19 May 1939, Lt. Comdr. William M. Hobby, Jr., in command.

*Anderson* remained at the New York Navy Yard through June, fitting out, during which time she contributed a landing party of sailors to march in the New York City Flag Day parade on 14 June 1939. Underway from her berth on 5 July 1939, *Anderson* reached Newport, R.I., on the 7th, mooring to the east dock at the Naval Torpedo Station and taking on board torpedo warheads, exploders, and test equipment before returning to the New York Navy Yard the next day, pausing there only briefly before getting underway later that afternoon for Washington, D.C.

Anchoring off Quantico on the night of 9 July, *Anderson* steamed up the Potomac River, rendering the prescribed passing honors abeam of Mount Vernon, and arrived at the Washington Navy Yard at 0721 on the 10th. The next day, a number of high-ranking officers informally inspected the new destroyer—the first of the *Sims*-class to be placed in commission—Admiral Harold R. Stark, the Chief of Naval Operations, accompanied by Capt. H. T. Markland; Rear Admirals Robert L. Ghormley, Director of War Plans, and William R. Furlong, Chief of the Bureau of Ordnance, as well as Charles Edison, the Acting Secretary of the Navy.

On 12 July, assisted by the tugs *Tecumseh* (YT-24) and *Undaunted* (YT-125), *Anderson* got underway for Yorktown, Va. She loaded depth charges at the mine depot at Yorktown before moving to the naval operating base (NOB) at Norfolk, pausing there briefly on 12 and 13 July before getting underway on the 14th for Wilmington, N.C. This port visit had a special quality about it, for Wilmington was the hometown of the man for whom the ship had been named, Admiral Anderson; and it accorded the ship a warm welcome. The local paper editorialized: "It is a pleasure to have you in port and to inspect the magnificent new destroyer named in honor of a distinguished son. The ship and its personnel are a credit to the record and memory of the man for whom your ship is named . . . Therefore, we bid you welcome, and if there is aught that can add to your entertainment while here, you have but to ask any resident and it is yours . . ." *Anderson* reciprocating this expressed hospitality, gave a tea for Mrs. Anderson, members of the late flag officer's family, and the city officials of Wilmington on the afternoon of 17 July. On the next day, assisted out into the stream by the tug *Battler*, the destroyer made departure from Wilmington.

Reaching NOB, Norfolk, on the 19th, *Anderson* shifted to the Norfolk Navy Yard that same day to take on board ammunition. After embarking six enlisted marines for transportation to the marine barracks at Guantanamo Bay, *Anderson* got underway on the 21st for Cuban waters and the initial part of her shake-down cruise. Arriving at Guantanamo on the 24th, the destroyer

disembarked her passengers before operating locally over the next few days.

*Anderson* then visited San Juan, Puerto Rico (from 1 to 5 August); Coco Solo, Canal Zone (8 to 14 August); and Hamilton, Bermuda (19 to 21 August); St. John's, Newfoundland (25 to 28 August); before she reached Montreal, Canada, on the morning of 31 August. The outbreak of war in Europe the following day found *Anderson* still moored to the Laurier Dock at Montreal. Underway on 5 September, the destroyer called briefly at Quebec (5 to 6 September) before she headed for Newport. On 8 September, while still en route to her destination, subtle reminders of wartime conditions presented themselves: at 1008, *Anderson* sighted a merchantman eight miles distant, identifying her as Norwegian by the display of national colors on ship's side. Soon thereafter, a plane, identified as "British" (possibly Royal Canadian Air Force) by the wing markings, circled *Anderson* at low altitude, obviously scrutinizing the ship thoroughly before banking away and heading for the coast.

*Anderson* made arrival at the Naval Torpedo Station at Newport the following day, 9 September, and over the next few days served as the underway "target" for torpedo practice conducted by *Jouett* (DD-396) on the testing range in Narragansett Bay. On the 16th, *Anderson* arrived back at the New York Navy Yard, her shakedown completed, for the installation of her main battery director. After brief periods underway for testing fire control equipment (21 to 22 September), *Anderson* took departure from New York for NOB, Norfolk, arriving on the 24th.

*Anderson* conducted gunnery exercises on the Southern Drill Grounds off the Virginia capes, firing at a target towed by the fleet tug *Acushnet* (AT-63) on 26 September before firing antiaircraft battery practice on the 28th. Pausing briefly at the Norfolk Navy Yard the following day, 29 September, she took departure the same day for New York, arriving at the New York Navy Yard for post-shakedown availability on the morning of 1 October, these repairs and alterations continuing through the end of January 1940.

The destroyer then touched briefly at the Boston Navy Yard before she ran her final acceptance trials off Rockland, Maine, on 7 February 1940, with Rear Admiral H. L. Brinser, president of the Board of Inspection and Survey, embarked. *Anderson* then paid a return visit to the Boston Navy Yard on 9 February before returning to New York, via the Cape Cod Canal, Buzzard's Bay and Oyster Bay, on 12 February.

*Anderson* remained at the navy yard through the end of March, after which time she sailed for Newport, for torpedo firing tests on 10 April. At 1130 on the 12th, the destroyer embarked the Honorable John Z. Anderson, a California congressman and member of the House Naval Affairs Committee, and got underway shortly thereafter, reaching NOB, Norfolk, and mooring to pier 7, at 2008 the following day, disembarking her passenger the next morning.

Underway in company with the prototype fast transport *Manley* (APD-1), *Anderson* stood out, headed for Guantanamo Bay, on the afternoon of 15 April. The next day, 14 hours out of Norfolk, the ships ran into heavy weather. At 0440 on the 16th, the strongback of the port lifeboat was reported to be cracked. Lt. George R. Phelan, the executive officer, gathered men of the deck force in the lee of the galley, amidships, as the ship steered various courses in an attempt to lessen the roll and thereby facilitate efforts to secure the port lifeboat. Between rolls, Lt. Phelan and his men attempted to recover the boat and make it fast, but the effort soon became too dangerous—not worth the lives of the men—and the work had to be abandoned, the boat carrying away completely at 0718. Ultimately, *Anderson* reached Guantanamo Bay at 0618 on 19 April.

Underway again nine hours later, *Anderson*, again in company with *Manley*, reached the submarine base at Coco Solo, Canal Zone, on the 21st. Transiting the Panama Canal on the 23d, *Anderson* proceeded independently up the west coast of central America, reaching Acapulco, Mexico, on the 27th. The next morning, following by nine hours the visit of Comdr. W. M. Dillon, the naval attache at the United States Embassy in Mexico City, *Anderson* sent ashore a working party to bring off "naval stores salvaged from the wreck" of the 5,500-ton merchantman SS *Timber Rush* (listed in the 1941 *Merchant Vessel Register* as "abandoned" during the previous year). Underway again four hours later, *Anderson* rejoined *Manley* on the 30th, and reached San Diego at 0900 on 1 May 1940.

After conducting a brief harbor cruise with 85 Army reserv-

ists embarked on 18 May, *Anderson* got underway to conduct a neutrality patrol off the coast of southern California. During the course of this operation on the 20th, the destroyer sighted a tug five miles away at 0945 and altered course to close and investigate. Closer examination revealed the tug, *Ray P. Clark*, towing a barge laden with horses and bales of hay and flying a distress signal. *Anderson* immediately called away her fire and rescue party and stopped to render assistance—help which only turned out to be giving directions to the tug, that had become lost and needed the course to San Nicolas Island! The assistance duly rendered, *Anderson* continued on her appointed rounds, arriving back at San Diego on the morning of the 23d.

The warship commenced the month of June as plane guard for *Yorktown* (CV-5), as that carrier conducted local operations out of North Island; she later plane guarded for *Yorktown*'s sister ship, *Enterprise* (CV-6) on 19, 20, and 21 June, interspersed with type training and gunnery practices out of Pyramid Cove, San Clemente Island. At 0938 on 22 June, as the ship prepared to sail for Hawaiian waters, Comdr Allan E. Smith reported on board and broke his pennant in *Anderson* as Commander, Destroyer Division (DesDiv) 3; *Anderson* subsequently took departure from San Diego on the morning of 25 June, sailing in company with *Enterprise* and the destroyers *Hammann* (DD-412), *Mustin* (DD-413), *Sterett* (DD-407), *Hopkins* (DD-248) and *Rowan* (DD-405).

During the passage to Hawaii, *Anderson* alternated with the other destroyers in standing plane guard duty for *Enterprise* and then serving as antisubmarine screen. On 28 June, during morning flight operations, a plane from Scouting Squadron (VS) 6 lost power after being catapulted from the flight deck and was forced to ditch. *Hammann* arrived on the scene first and rescued the pilot and his radioman, *Enterprise* later drew alongside the plane and recovered it. Subsequently, *Anderson* covered the arrival of the force at Pearl Harbor and then followed it in, mooring on the morning of 2 July.

For the next five months, *Anderson* operated locally out of Pearl Harbor and Lahaina Roads. Her operations within the Hawaiian chain took her to Palmyra (22 July) and Christmas Island (23 July); and included such evolutions as anti-aircraft and machine gun practices; battle depth charge practices, and torpedo practices, often operating in company with destroyers, light cruisers, and battleships. Interspersed were periods of upkeep back at Pearl Harbor alongside *Altair* (AD-11) between 26 and 28 October, and drydocking (28 to 29 October and again from 30 October to 4 November). The ship also patrolled assigned areas adjacent to the Lahaina Roads anchorage, off Maui, and off Honolulu and Pearl Harbor, intercepting and identifying many merchantmen, and local craft, such as fishing boats, as well as noting the movements of American warships. Following this intensive period of operations in Hawaiian waters, *Anderson* took departure from Pearl Harbor on 2 December 1940, bound for the west coast in company with the rest of Destroyer Squadron (DesRon) 8.

Arriving at San Diego on the afternoon of 8 December, *Anderson* steamed to the Los Angeles Shipbuilding and Drydock Co., San Pedro, Calif., the day after Christmas, and underwent an overhaul there through the first week of January 1941. Then, after operating locally out of Long Beach and San Diego, *Anderson* took departure from San Diego on the morning of 14 January and rendezvoused with *Enterprise* and *Lexington* (CV-2) off San Pedro. The force conducted drills and exercises en route to the Hawaiian Islands, reaching Pearl Harbor on the morning of 21 January.

*Anderson* resumed operations in the Hawaiian area on 12 February, conducting such evolutions as depth charge practices, night battle practice runs, and gunnery drills, until returning to Pearl Harbor on the 19th. Underway again two days later she conducted more gunnery runs and damage control problems before returning to port that afternoon to provision from the storeship *Arctic* (AF-7). Underway again on the morning of the 22d, *Anderson* patrolled off the entrance to Pearl Harbor and encountered a fishing craft trespassing in a security zone; lowering her motor whaleboat, *Anderson* investigated the craft and warned her owner to keep away from those waters. *Anderson* returned to Pearl Harbor the next morning, 23 February, before resuming the intensive schedule of operations with the other ships in her division that lasted through the end of February.

During March 1941, *Anderson* continued the rapid pace of operations out of Pearl Harbor, operating with the fleet and

honing her skills in antisubmarine warfare tactics and in gunnery. She also operated for a time with *Yorktown*, as plane guard. During flight operations on the morning of 17 March 1941, two Douglas TBD-1s from Torpedo Squadron 5 collided at 1,000 feet and crashed into the sea, 2,500 yards from the carrier. *Yorktown*'s boats recovered the bodies of the pilots, but both planes sank in 2,910 fathoms of water, carrying the other four men—two in each aircraft—with them. *Anderson*—detailed to remain in the vicinity and continue the search—found only small parts of the planes and pieces of clothing.

These evolutions in Hawaiian waters proved to be the last for some time; *Anderson* got underway for the west coast of the United States shortly after noon on 24 March, and reached Mare Island Navy Yard on the last day of the month after first disembarking, at San Francisco, enlisted passengers transported from Pearl Harbor. The destroyer spent all of April 1941 undergoing repairs and alterations at the west coast yard, and on 16 May got underway for her post-repair trials.

After operating briefly in San Francisco Bay, *Anderson* shifted to Long Beach on the 21st, and eight days later, took departure, ostensibly, for the Hawaiian Islands, in company with her division mates: *Hammann*, *Mustin*, and *Rowan*. Interestingly, the ships soon received a change of orders; they rendezvoused with *Philadelphia* (CL-41) on the afternoon of 30 May, and soon proceeded down the coast, bound for Panama, as another increment of the Pacific Fleet was withdrawn to augment the Atlantic Fleet in its undeclared war with the German Navy in the Atlantic.

Transiting the Panama Canal on the night of 8-9 June, *Anderson*—her hull number and name painted out for security reasons—passed the Cristobal breakwater at 0125 on the 9th, en route to Guantanamo Bay. Fueling there on the 11th, *Anderson* got underway the same afternoon, quickly taking up antisubmarine screening station off the port bow of the battleship *Idaho* (BB-42), which she escorted up the eastern seaboard to the Philadelphia Navy Yard, arriving there on 15 June.

The respite in port proved brief, however, since *Anderson* took departure early on the morning of 19 June. Joined by *Rowan* shortly thereafter, the destroyer stood down the Delaware River, and out into the Atlantic. They joined the heavy cruiser *Tuscaloosa* (CA-37) the following morning, and, later, the aircraft carrier *Wasp* (CV-7) shortly after noon on the 21st.

Together, these ships proceeded out into the central Atlantic on neutrality patrol, cruising almost as far as the Cape Verde Islands, "safeguarding the neutrality of the United States." Their voyage took them almost to the edge of the zones defined in operations orders of April and June 1941. *Anderson* served as plane guard for *Wasp* and as antisubmarine screen for the carrier and for *Tuscaloosa* during the patrol that ultimately came to an end at Bermuda on Independence Day, 1941.

After a brief period in Bermudan waters, a break she utilized for a short stint of close range battle practice, *Anderson* took departure on 12 July for Norfolk, reaching her destination the following day. After getting underway from the Tidewater region for torpedo practice on the 17th, the warship sailed north for Boston, and reached the Boston Navy Yard on the afternoon of the 19th.

*Anderson* then underwent repairs and alterations into early August; during her time in the yard, her number three 5-inch mount was removed to save topside weight and allow the fitting of additional .50-caliber machine guns, extensions to her depth charge tracks, and a "Y"-gun (depth charge projector), in addition to two dozen additional depth charges. Thus refitted to better perform the escort role needed in the developing Battle of the Atlantic, she participated in intensive antisubmarine exercises out of Provincetown, Mass., during the latter half of August 1941 before returning to Boston on the 30th. *Anderson*'s operations now carried her farther north, as she sailed for Casco Bay, Maine, on 2 September, exercising with *Tuscaloosa* en route.

Assigned to Task Force (TF) 15, *Anderson* steamed as part of the escort force for the first major reinforcement convoy bound for Iceland, carrying an Army brigade to augment the marines who had been there since July. The ships reached Reykjavik on the evening of 15 September after a passage enlivened by two "submarine" contacts in *Anderson*'s vicinity: one summarily depth-charged by *Walke* (DD-416) on 8 September; the other by *Hilary P. Jones* (DD-428) on the 10th. Then, between 26 September and 3 October, *Anderson* escorted a convoy to Placentia Bay, Newfoundland.



*Anderson* remained at Placentia Bay for almost a week before getting underway on the 10th as part of the antisubmarine screen for TF 14, formed around *Yorktown*. This force reached Casco Bay, Maine, on the afternoon of the 13th. Moving down to Provincetown, *Anderson* again conducted antisubmarine exercises; and, as in previous practices, the ship's performance was "outstanding in detecting the presence of a submarine and carrying out a successful attack." Later, after a tender availability alongside *Denebola* (AD-12) at Casco Bay, she resumed her operations at sea with TF 14.

Standing out of Casco Bay on the afternoon of the 26th, with Task Group (TG) 14.3—*Savannah* (CL-42) (the flagship of Rear Admiral H. Kent Hewitt, Commander, Cruisers, Atlantic Fleet), *Philadelphia* (CL-41), *New Mexico* (BB-40), *Yorktown*, and seven destroyers as the escort for a convoy of six British cargo ships bound for the British Isles—*Anderson*, in the inner antisubmarine screen, plane guarded for the carrier as she conducted flight operations covering the convoy as it moved out into the Atlantic.

On 30 October, 700 miles from St. John's, Newfoundland, *Yorktown* had just completed recovering planes and was proceeding ahead to refuel *Sims* (DD-409) when, at 1219, *Anderson* made an underwater contact, 1,300 yards distant. *Anderson* went to general quarters immediately and proceeded ahead to develop the contact dropping a standard pattern of six depth charges at 1225. Five minutes later, *Morris* (DD-418) dropped an "embarrassing barrage". Other ships in the vicinity, however, began sighting porpoises and blackfish, leading Comdr. Frank G. Fahrion, Commander, DesDiv 3 in *Anderson*, to report over the high-frequency radio (TBS) to *Morris* that, in view of the fish sightings, the contact was a false one.

Soon thereafter, however, *Anderson's* men saw an oil slick and lowered a bucket that, when drawn up, contained a mixture of oil, water, and burnt TNT. At 1305, the destroyer picked up a propeller noise and attacked with a second pattern of six depth charges. Soon thereafter, *Hughes* (DD-410), also in on the "hunt," picked up a contact and requested *Anderson* to develop it. The latter dropped another pattern at 1409.

*Anderson* secured from general quarters at 1421 and then, in company with *Hughes*, tried to develop further contacts or to obtain concrete evidence of a "kill." Unfortunately, it appeared that their quarry had escaped.

After securing from the search at 1503, *Anderson* remained with TF 14 until detached on 6 November. At 1637 on that same day, while steaming in company with *Hammann*, *Anderson* sighted an unidentified ship which instituted radical course changes when she apparently sighted the two American destroyers. As *Hammann* parted company with her sister ship, *Anderson* investigated the stranger, finding her to be the Norwegian-registry tanker SS *Trondheim*, steaming singly from Belfast, Northern Ireland, to Halifax, Nova Scotia. The destroyer then trailed the tanker for a time until securing from the effort at 2246.

Reaching Hvalfjörður on the 7th and fueling from *Sapelo* (AO-11) upon arrival, *Anderson* then spent the next month operating in Icelandic waters, out of Hvalfjörður ("Valley Forge") and Reykjavik ("Rinky Dink"). The ship's last "peacetime" operations consisted of a sweep, in company with battleships *Idaho* and *Mississippi* (BB-41) from Reykjavik across the southern end of the Denmark Strait, between Iceland and Greenland, between 1 and 6 December 1941.

Underway from Hvalfjörður, Iceland, on the morning of 9 December 1941, two days after the Japanese attack upon the Pacific Fleet at Pearl Harbor, halfway across the globe, *Anderson* reached the Norfolk Navy Yard on the 17th, tarrying only a short time before taking departure at 0537 on the 18th for Charleston, S.C. in company with her division mates *Hammann*, *Mustin*, and *Morris*, and reaching their destination the following morning. Unloading ammunition the following day, *Anderson* spent the rest of 1941 undergoing repairs and alterations at the Charleston Navy Yard, including the replacement of her .50-caliber machine guns with 20-millimeter antiaircraft guns.

Three days into 1942, *Anderson* sailed for Norfolk, and after calibrating her degaussing gear on the Wolf Trap degaussing range, near Norfolk, the destroyer arrived at NOB, Norfolk, on the morning of 5 January. Once again, the respite in port proved brief, and at midday on the 6th, *Anderson* cleared Hampton Roads in company with *Morris* and *Hammann*, ultimately taking a screening position on the port beam of *Mississippi* in

the force escorting the battlewagons of BatDiv 3 back to the Pacific.

Over the next four days, the destroyers guarded the two battleships, *New Mexico* and *Mississippi*, and the transport *President Hayes* (AP-39) as they headed down the east coast of the United States and across the Gulf of Mexico. Reaching Cristobal on the morning of 11 January, *Anderson* transited the Panama Canal during the day, mooring at Balboa that afternoon. After taking on fuel the destroyer was underway once more, that evening, bound for San Diego. On the second leg of the voyage, all ships remained alert; within two days of departure from Panama, *Anderson's* lookouts reported a torpedo track at 0113 on 13 January; the sighting is puzzling, since no other ship in the formation reported sighting a torpedo track! Over the next four days, the ships sighted, challenged and identified two ships, both of which proved to be friendly: the British-registry *Ocean Voice* and the American-registry *Kishacoquillas*, on 15 and 17 January, respectively.

During the passage, the ships honed up their gunnery skills, and the battleships' Vought OS2Us simulated dive, torpedo, and high-level bombing attacks on the convoy. Off San Francisco Bay, the submarine jitters struck again, this time as *Hammann* reported a contact on the morning of 22 January and depth charged the "contact" with negative results. The odyssey from the east coast completed, *Anderson* moored in a nest at pier 54, San Francisco, at 1250, 22 January 1942.

*Anderson* subsequently unmoored on the morning of 25 January, after having undergone a brief tender availability in a nest alongside *Dixie* (AD-14) and stood out of San Francisco Bay, bound for a rendezvous with Convoy 2019.

Hampered by the typical foggy conditions surrounding the bay area, assembly took some time, but ultimately, with all units present and accounted for, the convoy set out for the Hawaiian Islands. *Anderson* covered the entry of the ships into the Pearl Harbor channel shortly before noon on 2 February.

*Anderson* spent the next two weeks either at, or operating locally from, Pearl Harbor. Her underway periods included a turn at the Pearl Harbor entrance patrol (11 to 12 February) and duty screening the heavy cruiser *Louisville* (CA-28) as that ship conducted gunnery exercises on 14 February.

Underway at 0817 on 16 February, *Anderson* stood out to sea, joining up with TF 17—consisting of *Yorktown*, the heavy cruisers *Astoria* (CA-34) and *Louisville*, and *Anderson's* sisterships *Hammann*, *Sims* and *Walke*, under Rear Admiral Frank Jack Fletcher—later that afternoon. The next two weeks found the *Yorktown* task force working its way toward the southwest Pacific. On 6 March 1942, TF 17 rendezvoused with TF 11 under Vice Admiral Wilson Brown, to raid the Japanese stronghold of Rabaul.

While Brown's and Fletcher's ships were en route to that area, however, Australian reconnaissance planes detected a Japanese invasion force moving toward the settlements of Lae and Salamaua, on the eastern coast of New Guinea. Both fell with little resistance, but the incipient enemy base, and the airfields at both places, presented the Allies with a fine new target, and a chance to get back at the enemy at his most vulnerable time—before he had consolidated his beachhead. The raid on Rabaul was shelved.

To provide security for the carriers' operations in the Gulf of Papua, Brown detached a surface force to remain in the waters of the Louisiade Archipelago, near Rossel Island, to intercept any enemy thrust toward Port Moresby and cover the arrival of Army troops scheduled to arrive at about that time at Noumea, New Caledonia. He placed this force—*Astoria*, *Chicago* (CA-29), *Louisville*, and HMAS *Australia* and the destroyers, *Anderson*, *Sims*, *Hammann*, and *Hughes*—under Rear Admiral John G. Grace, Royal Navy. While the patrol proved uneventful for Grace's ships, which rejoined TF 11 on 14 March, the Lae-Salamaua raid carried out by the planes from *Yorktown* and *Lexington* forced the Japanese to husband carefully their amphibious resources, already on the proverbial "shoestring," for their planned operations in the Solomons.

*Anderson* operated with *Yorktown* through late April, patrolling the Coral Sea as the sole barrier against Japanese expansion in that region, putting into Tongatabu, in the Tonga (or "Friendly") Islands, late that month. With intelligence data indicating that the postponed movement against Tulagi, in the Solomons, was imminent—confirmed by the Japanese landing men and supplies

there on 29 April and establishing a seaplane base on the heels of the retreating Australian garrison, TF 17 moved north to deal with this threat.

On 4 May, *Anderson*—her men “anxious to get a chance to attack” the enemy—screened *Yorktown* as she launched three attacks on the incipient base at Tulagi, the carrier’s planes sinking a destroyer and some small auxiliaries, at the relatively modest cost of only three aircraft (whose crews were later recovered). Reinforced on 6 May by Rear Admiral Aubrey W. Fitch’s TF 11, Rear Admiral Fletcher planned to meet the Japanese in the Coral Sea on 7 May, to stop the enemy thrust toward Port Moresby.

On that day, each side attempted to strike blows with carrier aircraft; the Americans enjoying more success in that planes from *Yorktown* and *Lexington* sank the light carrier *Shoho*. Japanese planes, attempting to strike the Americans, could not find them in the gathering darkness, and a twilight encounter between the returning Japanese air groups and American fighters robbed the enemy of experienced crews as well as virtually irreplaceable aircraft. *Anderson*, assigned to the Air Group (TG 17.5), operated in the screen of *Lexington*.

The Japanese Striking Force, however, formed around the fleet carriers *Shokaku* and *Zuikaku* was, on the 7th, well south of Guadalcanal. The same day that American planes had dispatched *Shoho*, planes from the enemy carriers sank the destroyer *Sims* and damaged the oiler *Neosho* (AO-23) so severely that she had to be sunk later.

The next morning some 170 miles separated the two forces. The Americans struck first, crippling *Shokaku*; antiaircraft fire and combat air patrol aircraft soon decimated the *Zuikaku* air group. Meanwhile, the American carriers had taken divergent courses as the incoming Japanese strike neared them, *Yorktown*, *Lexington*, and their respective screens drawing three or four miles apart; *Anderson* continued to screen *Lexington*. About 1116 on 8 May, the first of the Japanese planes came in on the attack, which lasted until 1200. During the attack, *Anderson* maintained station on *Lexington*, constantly firing at the enemy, but scoring no hits. With the exception of one burst of machine gun fire, the destroyer was not attacked, the enemy concentrating his attack on *Lexington*.

“Lady Lex” took two hits on the port side. Then dive bombers (“Vals”) punctured her with near misses and staggered her with two direct hits. A bomb smashed into the port forward gun gallery, and another exploded inside the carrier’s funnel. During the afternoon her fires were brought under control and her list corrected. But the explosions had ruptured her gasoline pipes, and about 1445 a series of explosions occurred, setting off internal fires. *Anderson* stood by to render assistance and pick up survivors as the big carrier was abandoned, and rescued 377 men. Eventually, *Phelps* (DD-361) had to sink *Lexington* with torpedoes.

The first battle fought with neither side sighting the other except from the cockpits of their respective aircraft, the engagement in the Coral Sea stopped the Japanese thrust toward Port Moresby. It was a strategic victory for the Allies, but a tactical one for the enemy, since the Japanese had inflicted heavier damage on the American carriers. Besides the loss of *Lexington*, *Yorktown* had been badly damaged.

On 10 May, *Anderson* transferred the 377 *Lexington* sailors to the heavy cruiser *Portland* (CA-33), and, the following day, put into Noumea, New Caledonia, where she transferred five torpedoes to *Phelps*, which had expended torpedoes in attempting to sink *Lexington*. She sailed thence to Tongatabu, where she rejoined TF 17. On 28 May, she reached Pearl Harbor. Her rest, however, was to prove short, for forces were needed to thwart a new Japanese thrust—this one directed at Midway to draw out the United States fleet in a decisive battle. *Anderson* sortied again with TF 17 on 30 May, again in the screen for *Yorktown*, which had been hastily repaired.

On 4 June, Japanese planes struck the island of Midway with little opposition, and returned to their carriers to re-arm for a second strike. Confusion on the Japanese side as to what forces they found themselves facing proved fatal, as the American air attack from *Yorktown*, *Enterprise*, and *Hornet* (CV-8) caught the enemy at a vulnerable moment. While torpedo planes from the three carriers successively drew off the combat air patrols, dive bombers from *Yorktown* and *Enterprise* wrought mortal damage on three of the four enemy carriers engaged.

Planes from *Hiryu*, the one enemy flattop that had escaped

destruction that morning, however, soon sought out the Americans and located TF 17. Although decimated by TF 17’s combat air patrol, the Japanese strike group (“Vals”) managed to score damaging hits on *Yorktown*, causing her to go dead in the water. *Anderson*’s gunners claimed two Japanese planes downed as they retired from the scene. *Yorktown*, however, was under way again two hours later, her fires put out and power restored, and commencing to launch fighters when a second attack wave—this time composed of torpedo planes (“Kates”)—showed up. In the developing melee, *Anderson* splashed one “Kate” before it had a chance to launch its torpedo, but others managed to penetrate the terrific barrage and drop their deadly ordnance, scoring two hits on the carrier’s port side amidships.

*Anderson*’s gunners claimed one of the retiring planes with a direct hit. As *Yorktown*, mortally wounded, slowed to a halt for the second time that day, *Anderson* picked up Ens. Milton Tootle, IV, USNR, a pilot from the carrier’s Fighting Squadron (VF) 3 who had been shot down attacking a Japanese torpedo plane. The destroyer then closed *Yorktown* and picked up 203 more men.

While TF 17 gathered *Yorktown*’s men and then cleared the area, the ship remained stubbornly afloat. When it became evident that the carrier would not sink immediately and might be saved, Admiral Fletcher ordered a salvage party put on board. Under tow by the fleet tug *Vireo* (AT-144) and with a salvage party on board composed of volunteers from the various ship departments, *Yorktown* appeared to be on the threshold of salvage. The arrival of the Japanese submarine *I-168*, however, changed all that, and the gallant carrier was torpedoed on 6 June, along with *Hammann*. The latter sank immediately; *Yorktown* lingered until the following morning when she, too, sank.

*Anderson* returned to Pearl Harbor on 13 June. Between 8 and 15 July she escorted *Fulton* (AS-11) to Midway, and between 22 and 27 July, she escorted the escort carrier *Long Island* (AVG-1) to Palmyra Island and back to Pearl Harbor.

On 17 August, *Anderson* sortied from Pearl Harbor with TF 17, enroute to the Solomons area, where she sighted and joined TF 61 on 29 August. *Anderson* was assigned as screen for *Hornet* in TG 61.2. The Battle of the Eastern Solomons, which had taken place on 24 August, had turned back a major Japanese attempt to recapture Guadalcanal. Enemy submarines, however, still lurked in the waters east of Guadalcanal. On 31 August, *Saratoga* (CV-3), in TG 61.1, was torpedoed and damaged, and forced to retire to Tongatabu. On 14 September, six transports carrying reinforcements and supplies for Guadalcanal departed Espiritu Santo, with the task groups formed around *Wasp* (CV-7) and *Hornet* in support.

Enemy submarines, however, again made their deadly presence felt. On 15 September, *I-19* torpedoed *Wasp*. At that time, *Anderson* was screening *Hornet*, about six miles northeast of *Wasp*. A few minutes later, torpedoes were spotted racing toward *Hornet*, which maneuvered to avoid them. They passed ahead, one smashing into *North Carolina* (BB-55) and the other into *O’Brien*. *Anderson* was ordered to stand by the stricken battleship, and escorted her to Tongatabu on the 19th.

During the remainder of September 1942, *Anderson* escorted a Dutch convoy to Dumbéa Bay, New Caledonia, then on 3 October sortied with TF 17 enroute to launch an air attack against enemy vessels in the Buin-Faisi area. On 3 October, *Anderson* was detached to proceed to the rescue of a downed pilot. The pilot was not found, and since the task force was by that time too far away to enable her to rejoin before the mission was accomplished, she proceeded singly to Noumea.

She rejoined TF 17 on 8 October, and on the 15th, received orders to proceed north to the Guadalcanal area to strike enemy forces in order to relieve pressure there. *Hornet* launched strikes on the 16th, and on the 24th the force joined with TF 16 to form TF 61. On 26 October, the American ships engaged a numerically superior Japanese striking force in the Battle of the Santa Cruz Islands. Contact between the two opposing forces, as at Coral Sea, was almost simultaneous. During the day planes from the *Enterprise* and *Hornet* damaged two enemy carriers, a cruiser, and two destroyers. American ship casualties, however, were considerably heavier.

At 1010 on that morning some 27 planes attacked *Hornet*. *Anderson* opened fire, scoring hits on two planes, and splashing one. One bomb hit *Hornet*’s flight deck, then a “Val” crashed the ship. A moment later two “Kates” swept in, launching torpedoes